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GENERAL AVIATION MANUFACTURERS ASSOCIATION
1400 K STREET N.W., SUITE 801
WASHINGTON, DC 20005
(202) 393-1500

GENERAL AVIATION AIRCRAFT SHIPMENT REPORT
BY QUARTER, 1990

	QI	QII	QIII	QIV	TOTAL
GRAND TOTAL	269	294	278	303	1,144
AMERICAN GENERAL					
Tiger AG-5/B	0	0	4	6	10
Total American General	0	0	4	6	10
BEECH AIRCRAFT					
Bonanza F33A/C	31	30	35	30	126
Bonanza A36	11	18	19	22	70
Bonanza 36TC	3	4	1	3	11
T-34C-1	0	0	0	1	1
Baron 58	4	11	9	9	33
King Air C90	8	10	8	9	35
King Air 200	14	10	7	8	39
King Air 200C	0	1	1	0	2
King Air 300	0	2	5	3	10
King Air 350	4	7	9	14	34
King Air 350C	0	0	1	0	1
1300	0	1	1	2	4
1900C	11	11	13	11	46
1900E	0	0	0	2	2
Starship 2000	1	4	4	2	11
Beechjet 400A	0	0	1	7	8
Total Beech	87	109	114	123	433
BELLANCA AIRCRAFT					
Super Viking 17-30A	2	1	1	0	4
Total Bellanca	2	1	1	0	4
CESSNA AIRCRAFT					
208 Caravan I	6	6	5	5	22
208B Caravan IB	9	11	9	15	44
406 Caravan II	1	0	1	2	4
550 Citation II	6	9	6	9	30
560 Citation V	16	12	12	16	56
650 Citation III	1	4	6	4	15
Total Cessna	39	42	39	51	171
CHRISTEN INDUSTRIES					
S-1T Pitts	1	0	1	1	3
S-2B Pitts	7	6	5	4	22
S-2S Pitts	0	0	0	1	1
A-1 Husky	12	8	11	11	42
Total Christen	20	14	17	17	68

(Continued)

	QI	QII	QIII	QIV	TOTAL
CLASSIC AIRCRAFT					
YMF-5 Waco Classic	2	2	2	2	8
Total Classic	2	2	2	2	8
FAIRCHILD AIRCRAFT					
SA-227AC Metro III	3	3	3	5	14
Total Fairchild	3	3	3	5	14
GULFSTREAM AEROSPACE					
Gulfstream IV	6	13	8	7	34
Total Gulfstream	6	13	8	7	34
LAKE AIRCRAFT					
250 Renegade	5	8	2	2	17
Total Lake	5	8	2	2	17
LEARJET					
Learjet 31	3	3	3	4	13
Learjet 35A	2	3	1	1	7
Learjet 36	0	0	0	1	1
Learjet 55C	1	1	1	1	4
Total Learjet	6	7	5	7	25
MAULE AIRCRAFT					
M-6 235	0	3	0	1	4
MX-7 180	1	3	2	1	7
M-7 235	4	1	3	1	9
MX-7 235	0	2	1	0	3
MXT-7-180	0	0	0	3	3
MX-7 420	0	1	1	0	2
Total Maule	5	10	7	6	28
MOONEY AIRCRAFT					
201 M20J	13	13	17	20	63
252 M20K	5	6	4	1	16
PFM M20L	4	2	1	0	7
TLS M20M	15	15	10	21	61
Total Mooney	37	36	32	42	147
PIPER AIRCRAFT					
PA-18-150 Super Cub	2	4	0	11	17
PA-28-161 Warrior	4	3	0	2	9
PA-28-161C Cadet	12	1	0	6	19
PA-28-181 Archer II	4	0	0	2	6
PA-28-236 Dakota	1	0	0	0	1
PA-32-301 Saratoga	1	8	10	0	19
PA-28R-201 Arrow	3	5	2	0	10

(Continued)

	QI	QII	QIII	QIV	TOTAL
PA-28R-201T Turbo. Arrow	2	0	0	1	3
PA-32R-301 Saratoga SP	3	0	0	0	3
PA-46-350P Malibu Mirage	11	6	5	4	26
PA-34-220T Seneca III	9	19	21	1	50
PA-44-180 Seminole	2	0	2	0	4
PA-42-720 Cheyenne IIIA	1	3	3	2	9
PA-42-1000 Cheyenne 400	2	0	0	0	2
Total Piper	57	49	43	29	178
TAYLORCRAFT					
F-22 Classic	0	0	1	6	7
Total Taylorcraft	0	0	1	6	7
Grand Total, Civil	269	294	278	303	1,144

OFF-THE-SHELF AIRCRAFT SHIPPED TO THE U.S. MILITARY Manufacturer/Model					
FAIRCHILD AIRCRAFT					
C-26A (ANGOSTA)	0	0	3	0	3
Total Fairchild Military	0	0	3	0	3
Grand total, Military	0	0	3	0	3

1990 MANUFACTURERS NET BILLINGS
CIVIL SHIPMENTS
($Thousands, by Quarter)

	QI	QII	QIII	QIV	TOTAL
American General	NA	NA	NA	NA	NA
Beech	$104,498	$133,694	$151,995	$185,621	$575,807
Bellanca	236	118	130	0	484
Cessna	108,517	125,540	134,317	153,420	521,793
Christen	1,285	920	1,253	1,252	4,710
Classic	375	375	375	375	1,500
Fairchild	11,550	11,588	11,842	19,503	54,482
Gulfstream	116,774	251,572	164,356	141,699	674,401
Lake	NA	NA	NA	NA	NA
Learjet	26,354	31,156	23,657	32,221	113,387
Maule	375	847	709	428	1,984
Mooney	NA	NA	NA	NA	NA
Piper	19,433	15,943	14,701	8,481	58,558
Taylorcraft	0	0	55	330	385
Grand Total, Civil	$389,257	$571,753	$503,390	$543,329	$2,007,492

1990 AIRCRAFT SHIPMENTS BY TYPE, BY QUARTER

	QI	QII	QIII	QIV	TOTAL
SINGLE-ENGINE PISTON	159	149	137	163	608
MULTI-ENGINE PISTON	15	30	32	10	87
TURBOPROP	60	70	71	80	281
TURBOJET	35	45	38	50	168
TOTAL	269	294	274	297	1,144

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News from

General Aviation
Manufacturers Association

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THURSDAY, JANUARY 17, 1991
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202-393-1500

GENERAL AVIATION INDUSTRY ENDED YEAR WITH MIXED NEWS: BILLINGS UP, DELIVERIES DOWN

WASHINGTON, DC, JANUARY 17, 1991 -- Billings for U.S. general aviation manufacturers increased during 1990 while deliveries of new aircraft declined.

Manufacturers delivered a total of 1,144 general aviation aircraft worth $2.008 billion during 1990. Saying that he had some "encouraging as well as some disappointing news to report," James D. Gormley, president of the General Aviation Manufacturers Association (GAMA) said billings increased by 11.3 percent from $1,804 billion in 1989, while deliveries of aircraft declined by 25.5 percent from 1,535. Speaking at GAMA's Annual Industry Review, he said the increase in billings was due to increased shipments of sophisticated and relatively more expensive turbine-powered business aircraft while overall shipments declined as a reflection of the continued erosion of the piston-powered segment of the market.

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Gormley said, "Historically, and in current-year dollars, 1990 brought the industry's best billings since 1981. Total 1990 unit deliveries, however, were very near the depressed levels of 1988, and only 59 more airplanes than in 1987, the lowest yearly total ever."

Despite the fact that GAMA included three new piston airplane manufacturers (American General, Classic and Taylorcraft) in its 1990 industry tally, total deliveries of single-engine piston-powered airplanes declined 40.6 percent from 1,023 to 608. Although some manufacturers increased aircraft shipments, Piper Aircraft, the 1989 volume leader, continued to experience difficulties. The result was an overall decrease in the number of aircraft shipped by the entire industry.

Shipments of multi-engine piston-powered aircraft remained constant with 87 airplanes delivered in both 1989 and 1990. The historic low for shipments of this type of aircraft was 67 in 1988.

Gormley said, "One of the primary reasons shipments of both single and multi-engine piston-powered airplanes remain at these depressed levels is the continuing problems manufacturers have encountered with exorbitant and

irrational product liability claims. The product liability crisis has been a major industry depressant for many years."

The industry found more encouraging news on the turbine engine side of the ledger. Shipments of turboprops increased 4.9 percent in 1990 to 281 aircraft. The increase is attributable to growth in the commuter turboprop segment of the market which increased by 11.9 percent and to continued strength in the business turboprop market.

Manufacturers also posted gains in the turbojet market. They delivered 168 jets in 1990, a seven percent increase over the 157 delivered in 1989.

Although the number of aircraft exported declined by 22 percent, from 566 in 1989 to 442 in 1990, export billings set a record high of $844 million in 1990, a 44 percent increase over 1989 levels.

"Exports accounted for a record 38.6 percent of total shipments and a near record 42 percent of total billings. Obviously, export markets are a vital part of our business. Our best export markets continued to be western Europe and South America, but we noted improvements in the Central American and African markets," Gormley said.

Looking toward the future and weighing the potential impact of a recession, Gormley said, "We remain convinced that single-engine piston-powered airplanes have a significant market niche as a vital part of the nation's air transportation system and for the training of new pilots. The product liability outrage, however, has been far more devastating than any recession and it continues to hobble our industry. While it is encouraging that three new manufacturers have entered the market and that others, such as Commander Aircraft, will do so in 1991, it is unlikely we will ever return to the days when we shipped 17,000 piston-powered airplanes in a single year."

He said that despite recession fears across the country, general aviation manufacturers remain cautiously optimistic. "Some companies have significant civil airplane backlogs while others have recently been awarded sizable military contracts. Since many of our best export customers do not share the same gloomy economic outlook with the U.S., our export market, which accounts for nearly half our sales, should remain fairly strong. U.S. general aviation manufacturers continue to invest heavily in research and development of new technology. Experience has shown that orders for new technology airplanes can remain strong even during an economic slowdown. All of these factors combined should mitigate the impact of a U.S. recession on general aviation manufacturing, especially the turbine-powered market segment.

1990 AIRCRAFT SHIPMENTS BY TYPE

	1990	1989	% CHANGE
SINGLES	608	1,023	-40.6%
TWINS	87	87	0.0%
TURBOPROPS	281	268	+4.9%
JETS	168	157	+7.0%

FOURTH QUARTER SHIPMENTS BY TYPE

	QIV 90	QIV 89	% CHANGE
SINGLES	163	275	-40.7%
TWINS	10	31	-67.7%
TURBOPROPS	80	91	-12.1%
JETS	50	48	+4.2%

GAMA is a national trade association headquartered in Washington, DC, representing 33 American manufacturers of general aviation aircraft, engines, avionics and related equipment.

# # #

NOTE: The full text of Mr. Gormley's presentation, including remarks concerning general aviation's improving safety record, the used aircraft market and the recently imposed luxury tax, may be obtained from the GAMA Communications Office (202) 393-1500.

GENERAL AVIATION MANUFACTURERS ASSOCIATION
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GENERAL AVIATION AIRCRAFT SHIPMENT REPORT
FIRST QUARTER, 1991

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
GRAND TOTAL	250	0	250	$437,758,312	$0	$437,758,312
AMERICAN GENERAL						
Tiger AG-5/B	17	0	17			
Total American General	17	0	17	$1,428,000	$0	$1,428,000
AVIAT						
S-1T Pitts	0	0	0			
S-2B Pitts	8	0	8			
S-2S Pitts	0	0	0			
A-1 Husky	9	0	9			
Total Aviat	17	0	17	$1,396,915	$0	$1,396,915
BEECH AIRCRAFT						
Bonanza F33A/C	22	0	22			
Bonanza A36	24	0	24			
Bonanza 36TC	4	0	4			
T-34C-1	0	0	0			
Baron 58	7	0	7			
King Air C90	8	0	8			
King Air 200	7	0	7			
King Air 200C	0	0	0			
King Air 300	1	0	1			
King Air 350	8	0	8			
King Air 350C	0	0	0			
1300	0	0	0			
1900C	10	0	10			
1900E	0	0	0			
Starship 2000	1	0	1			
Beechjet 400A	3	0	3			
Total Beech	95	0	95	$119,090,697	$0	$119,090,697
BELLANCA AIRCRAFT						
Super Viking 17-30A	0	0	0			
Total Bellanca	0	0	0	$0	$0	$0
CESSNA AIRCRAFT						
208 Caravan I	2	0	2			
208B Caravan IB	12	0	12			
406 Caravan II	0	0	0			
550 Citation II	6	0	6			
560 Citation V	13	0	13			
650 Citation III	3	0	3			
Total Cessna	36	0	36	$115,331,658	$0	$115,331,658

(Continued)

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
CLASSIC AIRCRAFT						
YMF-5 Waco Classic	0	0	0			
Total Classic	0	0	0	$0	$0	$0
FAIRCHILD AIRCRAFT						
SA-227AC Metro III	1	0	1			
Total Fairchild	1	0	1	$3,871,225	$0	$3,871,225
GULFSTREAM AEROSPACE						
Gulfstream IV	7	0	7			
Total Gulfstream	7	0	7	$151,678,500	$0	$151,678,500
LAKE AIRCRAFT						
250 Renegade	3	0	3			
Total Lake	3	0	3	NA	NA	NA
LEARJET						
Learjet 31	4	0	4			
Learjet 35A	2	0	2			
Learjet 36	0	0	0			
Learjet 55C	2	0	2			
Total Learjet	8	0	8	$39,047,528	$0	$39,047,528
MAULE AIRCRAFT						
M-6 235	0	0	0			
MX-7 180	2	0	2			
M-7 235	3	0	3			
MX-7 235	1	0	1			
MXT-7 180	6	0	6			
M-7 420	1	0	1			
Total Maule	13	0	13	$1,148,507	$0	$1,148,507
MOONEY AIRCRAFT						
201 M20J	17	0	17			
252 M20K	1	0	1			
PFM M20L	0	0	0			
TLS M20M	11	0	11			
Total Mooney	29	0	29	NA	NA	NA
PIPER AIRCRAFT						
PA-18-150 Super Cub	0	0	0			
PA-28-161 Warrior	0	0	0			
PA-28-161C Cadet	1	0	1			
PA-28-181 Archer II	0	0	0			
PA-28-236 Dakota	0	0	0			
PA-32-301 Saratoga	10	0	10			
PA-28R-201 Arrow	0	0	0			
PA-28R-201T Turbo. Arrow	0	0	0			

(Continued)

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
PA-32R-301 Saratoga SP	0	0	0			
PA-46-350P Malibu Mirage	1	0	1			
PA-34-220T Seneca III	9	0	9			
PA-44-180 Seminole	0	0	0			
PA-42-720 Cheyenne IIIA	1	0	1			
PA-42-1000 Cheyenne 400	0	0	0			
Total Piper	22	0	22	$4,765,282	$0	$4,765,282
TAYLORCRAFT						
F-21B Classic	1	0	1			
F-22A Classic	1	0	1			
Total Taylorcraft	2	0	2	NA	$0	NA
Grand Total, Civil	250	0	250	$437,758,312	$0	$437,758,312

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News from

General Aviation
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GAMA REPORTS INCREASED BILLINGS AND DECREASED UNIT SHIPMENTS FOR FIRST QUARTER

WASHINGTON, DC, APRIL 16, 1991 -- U.S. general aviation manufacturers delivered 250 aircraft valued at $437.8 million during the first three months of 1991. According to the General Aviation Manufacturers Association (GAMA), these figures represent a 12.5 percent increase in billings over the first quarter of 1990 and a decline of 7.1 percent in the number of aircraft delivered.

Forty new business jets were delivered, an increase of 14.3 percent over the 35 delivered during the first quarter last year. Turboprop deliveries slipped from 60 in 1990 to 52 this year, a change of 13.3 percent. Customers took delivery of 16 piston engine twins compared to 15 last year. A 10.7 percent decline took place in the single engine (piston) category with 142 aircraft delivered compared to 159 during last year's first quarter.

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Export billings climbed by 22.4 percent to $211.6 million compared to $172.9 million in 1990. The number of aircraft delivered outside the U.S. increased by 5.6 percent from 89 during the same period last year to 94 during the first three months of 1991. Exports account for 48.3 percent of total industry billings and 37.6 percent of all general aviation aircraft shipped thus far this year.

James D. Gormley, GAMA's president, said, "These numbers are very close to what we anticipated for the first quarter. Billings are up and that is good news for the industry. The increase in billings has been driven by improved deliveries in the turbojet market. Each year, more companies turn to turbine airplanes as the safest, fastest and most efficient mode of corporate travel. The bad news, of course, is the decline in the total number of aircraft delivered during the past three months. Unfortunately, much of the decline is explained by the reduced production and continued cash flow problems of the Piper Aircraft Company."

Gormley noted that, "Piper continues to hold a significant order backlog and has been seeking a fresh infusion of cash. I have spoken with officials at Piper,

and although they have scaled back production, they remain optimistic about the future."

"Since many of the aircraft delivered in the first quarter were actually ordered some time ago, and nearly half of our shipments are exported, the current U.S. recession has had little immediate impact on industry turbine powered aircraft shipments. Many manufacturers experienced a softening in new aircraft orders during the early part of the first quarter. However, order taking increased in March. This should have a positive impact on the remainder of 1991 and early 1992," Gormley said.

Gormley also said that passage of a modest federal tort reform bill could have a very beneficial influence on the future of general aviation. "Senator Kassebaum's legislation (Senate Bill S. 645) would restore some fairness to the litigation arena and provide this industry with a chance to get on its feet again," Gormley said.

FIRST QUARTER AIRCRAFT SHIPMENTS BY TYPE

	QI 90	QI 91	% CHANGE
SINGLES	159	142	- 10.7%
TWINS	15	16	+ 6.7%
TURBOPROPS	60	52	- 13.3%
JETS	35	40	+ 14.3%

GAMA is a national trade association headquartered in Washington, DC, representing 33 U.S. manufacturers of general aviation aircraft, engines avionics and related components. GAMA's members also operate pilot training facilities, fixed based operations and fleets of aircraft at many airports across the country.

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GENERAL AVIATION MANUFACTURERS ASSOCIATION
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GENERAL AVIATION AIRPLANE SHIPMENT REPORT
SECOND QUARTER, 1991

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
GRAND TOTAL	250	262	512	$437,758,312	$481,362,530	$919,120,842
AMERICAN GENERAL						
Tiger AG-5/B	17	27	44			
Total American General	17	27	44	$1,428,000	$2,166,396	$3,594,396
AVIAT						
S-1T Pitts	0	0	0			
S-2B Pitts	8	9	17			
S-2S Pitts	0	0	0			
A-1 Husky	9	10	19			
Total Aviat	17	19	36	$1,396,915	$1,562,905	$2,959,820
BEECH AIRCRAFT						
Bonanza F33A/C	22	21	43			
Bonanza A36	24	13	37			
Bonanza A36AT	0	16	16			
Bonanza 36TC	4	3	7			
T-34C-1	0	0	0			
Baron 58	7	10	17			
King Air C90	8	7	15			
King Air 200	7	4	11			
King Air 200CT	0	2	2			
King Air 300	1	1	2			
King Air 350	8	11	19			
King Air 350C	0	0	0			
1300	0	0	0			
1900C	10	12	22			
1900E	0	0	0			
Starship 2000	1	0	1			
Beechjet 400A	3	6	9			
Total Beech	95	106	201	$119,090,697	$152,811,869	$271,902,566
BELLANCA AIRCRAFT						
Super Viking 17-30A	0	1	1			
Total Bellanca	0	1	1	$0	$0	$0
CESSNA AIRCRAFT						
208 Caravan I	2	5	7			
208B Caravan IB	12	11	23			
406 Caravan II	0	0	0			
550 Citation II	6	10	16			
560 Citation V	13	15	28			
650 Citation III	3	6	9			
Total Cessna	36	47	83	$115,331,658	$172,414,186	$287,745,844

(MORE)

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
CLASSIC AIRCRAFT						
YMF-5 Waco Classic	0	1	1			
YMF-5 Waco Super	0	2	2			
Total Classic	0	3	3	$0	$620,000	$620,000
FAIRCHILD AIRCRAFT						
SA-227AC Metro III	1	6	7			
Total Fairchild	1	6	7	$3,871,225	$23,647,062	$27,518,287
GULFSTREAM AEROSPACE						
Gulfstream IV	7	5	12			
Total Gulfstream	7	5	12	$151,678,500	$108,537,000	$260,215,500
LAKE AIRCRAFT						
250 Renegade	3	4	7			
Total Lake	3	4	7	NA	NA	NA
LEARJET						
Learjet 31	4	1	5			
Learjet 35A	2	2	4			
Learjet 36	0	0	0			
Learjet 55C	2	0	2			
Total Learjet	8	3	11	$39,047,528	$12,318,445	$51,365,973
MAULE AIRCRAFT						
M-6 235	0	2	2			
MX-7 180	2	1	3			
M-7 235	3	4	7			
MX-7 235	1	2	3			
MXT-7 180	6	3	9			
M-7 420	1	0	1			
Total Maule	13	12	25	$1,148,507	$834,667	$1,983,174
MOONEY AIRCRAFT						
201 M20J	17	5	22			
252 M20K	1	0	1			
PFM M20L	0	0	0			
TLS M20M	11	14	25			
Total Mooney	29	19	48	NA	NA	NA
PIPER AIRCRAFT						
PA-18-150 Super Cub	0	0	0			
PA-28-161 Warrior	0	0	0			
PA-28-161C Cadet	1	0	1			
PA-28-181 Archer II	0	0	0			
PA-28-236 Dakota	0	0	0			
PA-32-301 Saratoga	10	4	14			
PA-28R-201 Arrow	0	0	0			
PA-28R-201T Turbo. Arrow	0	0	0			

(MORE)

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
PA-32R-301 Saratoga SP	0	0	0			
PA-46-350P Malibu Mirage	1	1	2			
PA-34-220T Seneca III	9	0	9			
PA-44-180 Seminole	0	0	0			
PA-42-720 Cheyenne IIIA	1	2	3			
PA-42-1000 Cheyenne 400	0	0	0			
Total Piper	22	7	29	$4,765,282	$6,450,000	$11,215,282
TAYLORCRAFT						
F-21B Classic	1	0	1			
F-22 Classic	0	1	1			
F-22A Classic	1	2	3			
Total Taylorcraft	2	3	5	NA	NA	NA
Grand Total, Civil	250	262	512	$437,758,312	$481,362,530	$919,120,842

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News from

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FOR IMMEDIATE RELEASE N91-17
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DESPITE DECLINE IN DELIVERIES & BILLINGS FOR FIRST HALF OF '91 -- GENERAL AVIATION MANUFACTURERS REMAIN CAUTIOUSLY OPTIMISTIC

WASHINGTON, DC, JULY 16, 1991 - - U.S. general aviation manufacturers today reported a 9.1 percent decrease in the number of new aircraft delivered during the first half of 1991. Billings decreased by 4.4 percent. A total of 512 aircraft valued at $919.1 million have been delivered to customers since January compared to 563 aircraft worth $961 million for the same period last year.

James D. Gormley, president of the General Aviation Manufacturers Association (GAMA) said, "Considering the war in the gulf, economic uncertainties abroad, the recession at home, the recently imposed luxury tax and the continuing ravages of the product liability crisis, shipments in the first half of 1991 were not too bad at all." Putting the billings decline into perspective, Gormley said, "Last year, at this time, we saw an anomaly in dollar volume; the second quarter was the highest billings quarter of the year due to unusually high deliveries of heavy business jets. We also must consider the

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recent Chapter 11 reorganization filed by Piper. If you subtract Piper deliveries from both 1990 and 1991, you actually find an increase in the deliveries of single engine aircraft as some of the other manufacturers pick up some of Piper's market share. So, the new aircraft situation is not as disappointing as a quick glance at the figures might indicate."

New single-engine aircraft deliveries dropped by 6.5 percent from 308 last year fo 288 this year. Twin engine piston aircraft deliveries have dropped by 42.2 percent from 45 to 26. Turboprop shipments are down by 13.1 percent from 130 last year to 113. Business jet deliveries grew by 6.3 percent with shipments of 85 as opposed to 80 last year.

The number of aircraft delivered overseas was down by 10.2 percent compared to the first half of last year. One hundred and eighty-five aircraft have been exported compared to 206 in the first six months of 1990. Export billings declined by 1.9 percent from $390 million to $382.5 million. Exports accounted for 36.1 percent of total production and 41.6 percent of total billings.

Gormley said, "The business community continues to recognize the importance of general aviation as an efficient transportation tool and several manufacturers have strong order backlogs for their aircraft. When dealing with a fairly small

number of units in each market segment, just a few aircraft can cause large perturbations in the reported percentages. As I discussed these numbers with some of the airframe manufacturers during the past few days, I found a sincere attitude of cautious optimism despite the many challenges we continue to face."

FIRST HALF AIRCRAFT SHIPMENTS BY TYPE

	YTD 1990	YTD 1991	% CHANGE
SINGLES	308	288	-6.5
TWINS	45	26	-42.2
TURBOPROPS	130	113	-13.1
JETS	80	85	6.3
TOTAL AIRCRAFT	563	512	-9.1
TOTAL BILLINGS	$961,010,035	$919,120,842	-4.4

SECOND QUARTER AIRCRAFT SHIPMENTS BY TYPE

	QII 1990	QII 1991	% CHANGE
SINGLES	149	146	-2.0
TWINS	30	10	-66.7
TURBOPROPS	70	61	-12.9
JETS	45	45	0.0
TOTAL AIRCRAFT	294	262	-10.9
TOTAL BILLINGS	$571,753,003	$481,362,530	-15.8

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1991 GENERAL AVIATION AIRPLANE SHIPMENT REPORT

General Aviation Manufacturers Association

1400 K. Street, N.W., Suite 801, Wash., D.C. 20005

MAKE AND MODEL	QII	QIII	YTD	QII	QIII	YTD
GRAND TOTAL	262	237	749	$481,362,530	$401,559,071	$1,320,679,913
AMERICAN GENERAL						
Tiger AG-5/B	27	23	67			
Total American General	27	23	67	$2,166,396	$1,811,766	$5,406,162
AVIAT						
S-1T Pitts	0	0	0			
S-2B Pitts	9	9	26			
S-2S Pitts	0	0	0			
A-1 Husky	10	8	27			
Total Aviat	19	17	53	$1,562,905	$1,181,915	$4,141,735
BEECH AIRCRAFT						
Bonanza F33A/C	21	21	64			
Bonanza A36	13	19	56			
Bonanza A36AT	16	5	21			
Bonanza 36TC	3	3	10			
T-34C-1	0	0	0			
Baron 58	10	8	25			
King Air C90	7	8	23			
King Air 200	4	4	15			
King Air 200CT	2	0	2			
King Air 300	1	2	4			
King Air 350	11	5	24			
King Air 350C	0	0	0			
1300	0	0	0			
1900C	12	13	35			
1900E	0	0	0			
Starship 2000	0	3	4			
Beechjet 400A	6	0	9			
Total Beech	106	91	292	$152,811,869	$113,545,934	$385,448,500

BELLANCA AIRCRAFT						
Super Viking 17–30A	1	0	1			
Total Bellanca	1	0	1	NA	$0	NA
CESSNA AIRCRAFT						
208 Caravan I	5	4	11			
208B Caravan IB	11	12	35			
406 Caravan II	0	0	0			
550 Citation II	10	10	26			
560 Citation V	15	13	41			
650 Citation III	4	2	9			
650 Citation VI	2	0	2			
Total Cessna	47	41	124	$172,414,186	$127,455,905	$415,201,749
CLASSIC AIRCRAFT						
YMF–5 Waco Classic	1	1	2			
YMF–5 Waco Super	2	1	3			
Total Classic	3	2	5	$620,000	$414,000	$1,034,000
FAIRCHILD AIRCRAFT						
SA–227AC Metro III	6	2	9			
Total Fairchild	6	2	9	$23,647,062	$7,938,460	$35,456,747
GULFSTREAM AEROSPACE						
Gulfstream IV	5	6	18			
Total Gulfstream	5	6	18	$108,537,000	$125,391,650	$385,607,150
LAKE AIRCRAFT						
250 Renegade	4	3	10			
Total Lake	4	3	10	NA		NA
LEARJET						
Learjet 31	1	1	6			
Learjet 31A	0	2	2			
Learjet 35A	2	1	5			
Learjet 55C	0	0	2			
Total Learjet	3	4	15	$12,318,445	$18,372,735	$69,738,708

MAULE AIRCRAFT						
M-6 235	2	1	3			
MX-7 180	1	3	6			
M-7 235	4	5	12			
MX-7 235	2	1	4			
MXT-7 180	3	8	17			
M-7 420	0	0	1			
Total Maule	12	18	43	$834,667	$1,286,706	$3,269,880
MOONEY AIRCRAFT						
M20J	5	8	30			
M20K	0	0	1			
M20L	0	0	0			
M20M	14	14	39			
Total Mooney	19	22	70	NA	NA	NA
PIPER AIRCRAFT						
PA-18-150 Super Cub	0	0	0			
PA-28-161 Warrior	0	0	0			
PA-28-161C Cadet	0	0	1			
PA-28-181 Archer II	0	0	0			
PA-28-236 Dakota	0	0	0			
PA-32-301 Saratoga	4	0	14			
PA-28R-201 Arrow	0	0	0			
PA-28R-201T Turbo. Arrow	0	0	0			
PA-32R-301 Saratoga SP	0	1	1			
PA-46-350P Malibu Mirage	1	1	3			
PA-34-220T Seneca III	0	4	13			
PA-44-180 Seminole	0	0	0			
PA-42-720 Cheyenne IIIA	2	0	3			
PA-42-1000 Cheyenne 400	0	1	1			
Total Piper	7	7	36	$6,450,000	$4,160,000	$15,375,282
TAYLORCRAFT						
F-21B Classic	0	0	1			
F-22 Classic	1	0	1			
F-22A Classic	2	1	4			
Total Taylorcraft	3	1	6	NA	$0	NA
Grand Total, Civil	262	237	749	$481,362,530	$401,559,071	$1,320,679,913

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News from

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GENERAL AVIATION SHIPMENTS AND BILLINGS DECLINE DURING THIRD QUARTER (LUXURY TAX CITED AS A FACTOR)-- MANUFACTURERS REMAIN UPBEAT ABOUT FUTURE

WASHINGTON, DC, October 21, 1991 -- Today, U.S. general aviation manufacturers reported a 10.9 percent decline in the number of new aircraft shipped during the first three quarters of 1991 and a 9.8 percent decrease in billings. Since the beginning of the year, manufacturers have shipped 749 aircraft valued at $1.3 billion to customers compared to 841 aircraft worth $1.5 billion during the same period last year.

New single engine aircraft shipments have declined by 4.7 percent from 445 last year to 424. Twin-engine piston aircraft shipments are down by 50.6 percent from 77 to 38 this year. Turboprop shipments declined by 16.9 percent from 201 to 167. Business jet shipments posted a gain from 118 last year to 120, an increase of 1.7 percent.

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Export shipments declined by 17.7 percent and export billings decreased by 10.6 percent. This year 271 new general aviation aircraft were shipped overseas compared to 328 in 1990. Export billings fell from $623 million to $557 million.

Export shipments account for 36.2 percent of all U.S. general aviation production and 42.2 percent of billings this year.

James D. Gormley, president of the General Aviation Manufacturers Association (GAMA) said, "We need to put these numbers into perspective. One of the major reasons for the decline in deliveries is the unfortunate Chapter 11 status of Piper. Yet, the decrease in single engine deliveries was less than 5 percent. We have seen new light aircraft manufacturers entering the marketplace and they have begun to have a positive impact on our shipment numbers."

"In 1990 we experienced increased shipments of business jets. This year, in the midst of a recessionary economy, business jet shipments have increased by nearly 2 percent and that too is good news. In preparing an article for the NBAA Convention program, we spoke to a number of business aviation

forecasters who believe that this stable performance while in a recession sets the stage for improved performance during the better economic times predicted for the future," Gormley said.

"However, we cannot ignore the negative aspects of some of these figures. Not only has the product liability crisis devastated the light piston aircraft segment of the industry, but Congress, in its wisdom, decided to impose an onerous luxury tax on general aviation at a time when we are fighting our way back from the depths of an industry depression. While the general aviation luxury tax is certainly not generating any meaningful revenue for the federal treasury, it is, according to our manufacturers, damaging segments of our industry. I am confident that this was not intended by Congress. We are working closely with Congressional leaders who understand our industry in an attempt to repeal the tax," Gormley said.

YEAR TO DATE SHIPMENTS BY TYPE

	YTD 1990	YTD 1991	%CHANGE
SINGLES	445	424	-4.7
TWINS	77	38	-50.6
TURBOPROPS	201	167	-16.9
JETS	118	120	+1.7
TOTAL AIRCRAFT	841	749	-10.9
TOTAL BILLINGS	$1,464,399,891	$1,320,679,931	-9.8

THIRD QUARTER COMPARISONS

	QIII 1990	QIII 1991	%CHANGE
SINGLES	137	136	-0.7
TWINS	32	12	-62.5
TURBOPROPS	71	54	-23.9
JETS	38	35	-7.9
TOTAL AIRCRAFT	278	237	-14.7
TOTAL BILLINGS	$503,389,856	$401,559,071	-20.2

GAMA is a national trade association headquartered in Washington, DC, representing 31 American manufacturers of general aviation aircraft, engines, avionics and related equipment. GAMA's members also operate fleets of aircraft, fixed based operations at many airports and pilot training facilities across the U.S.

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